

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☐

Property Name: Harvest Valley Catering (Hawaiian Nite Club) Inventory Number: F-2-116
Address: 840 Jefferson Pike City: Knoxville Zip Code: 21758
County: Frederick USGS Topographic Map: Harpers Ferry-Va.-Md.-W.Va.
Owner: Robert Remsburg Is the property being evaluated a district? ☐ yes
Tax Parcel Number: 65 Tax Map Number: 91 Tax Account ID Number: 290950
Project: Brunswick Crossing Dev. -200666892\N66902 Agency: U.S. Corps of Engineers
Site visit by MHT Staff: ☒ no ☐ yes Name: _____ Date: _____
Is the property located within a historic district? ☐ yes ☒ no

If the property is within a district

District Inventory Number: _____

NR-listed district ☐ yes Eligible district ☐ yes District Name: _____

Preparer's Recommendation: Contributing resource ☐ yes ☐ no Non-contributing but eligible in another context ☐

If the property is not within a district (or the property is a district)

Preparer's Recommendation: Eligible ☒ yes ☐ no

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F

Documentation on the property/district is presented in: "Frederick County", Postcard History Series, Arcadia

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Although the tax records state this is a 1938 building, the Frederick Historical Society publication says it opened in 1936 as the Hawaiian Nite Club and with seating capacity of 250 (which is hard to believe) it was described as "the finest and most modern club in this section of Maryland."

The nite club's location of US 340 between Frederick City and Harper's Ferry and Charles Town suggest that the club in conjunction with the motor court also owned by Samuel Remsburg served as a stopping point for people traveling between the various cities and as a destination for people in a rural area, with no doubt few night clubs or motor courts.

The business declined and was sold in the 1950's and was later bought by Remsburg's son and became a catering business and is currently being renovated to be a Mexican restaurant.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☐ Eligibility not recommended ☒

Criteria: ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments: Lacks integrity

Jonathan Bayes
Reviewer, Office of Preservation Services
Blunt
Reviewer, NR Program

7/10/07
Date
7/5/07
Date

200701971

F-2-116

**MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 1

This is a one story brick structure with stepped cornice and glass block openings. Within each glass block openings there is a single glass pane. The two front doors and at least one set of steps are later. An interesting detail is the stepback of the brick flanking the north door.

A gable roof covers the main mass of the building and it is possible that the original structure was within a few years added to since the streamlined treatment with large glass block openings would not be consistent with a night club. The large glass openings suggest, instead, a retail operation. But this is speculation, without documentation to support it.

The property derives its architectural and historical significance as a very rare example of streamlined modern architecture as reflected in the use of glass block and detailing designed to suggest speed and movement, and as a night club it reflects mid-20 the century social habits in Frederick County.

Overall Historic Context for Brunswick Region (in which 840 Jefferson Pike is located)

While European exploration, including surveying and purchasing of land, of western Maryland dates to the first decades of the 18th century, the area that is present-day Frederick County remained unsettled until about the 1730's, except for native tribes. The Proprietary Letter of 1732 encouraged settlement by farmers by offering large tracts with payment deferred for three years, and Frederick County in the period from 1730 to 1805 has been characterized by historians as undergoing "agrarian intensification." These early settlers were Pennsylvania Germans and these Protestants were subsequently joined by smaller numbers of English Catholics. According to the Frederick County Historic Plan (also the source of later quotes), "The amalgam of German and English influences is a characteristic of Western Maryland houses of the early and mid 18th century and some of its features, such as the hillside siting and a functional interior spatial disposition persisted through most of the 19th century."

In the late 18th century, Frederick County farmers had limited success with tobacco growing due to stony soil and the cost of transporting tobacco to coastal ports. So the farmers raised other crops.

Frederick County was formed from part of Prince George's County in 1748, three years after Frederick Town was platted. The town grew rapidly and was the second largest Maryland town in the late 18th century and in the same period Frederick was the state's second largest county.

The French and their native allies' victory over the British and colonial troops in the French-Indian War in the mid-1750's temporarily slowed growth in Frederick County, out of fear of Indian attacks, but growth due to new settlers resumed by the mid-1760's.

In 1776, Montgomery (on the east) and Washington (on the west) counties were carved out of Frederick County.

During the same period --- during the Revolutionary War ---- industries such as iron forges and foundaries and glass blowing were established in the county and spurred economic and population growth. By 1794 there were also 20 mills, one saw mill, one forge and one glass works in the county.

In 1790 Frederick County counted 26,937 whites, 213 free blacks, and 3,641 slaves. Sixty years later, the county had 33,314 whites, 2777 free blacks, and 3913 slaves. While the number of free blacks increased dramatically, as it did throughout all of Maryland, Frederick was one of the few counties that showed an increase in the number of slaves. From the late 18th century through the Civil War, Frederick County citizens were of divided loyalties.

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Continuation Sheet No. 2

In 1805 construction on the National Road through Frederick had been initiated and other turnpikes were undertaken to provide better roads from Frederick to Harper's Ferry and other outlying towns. Improvement in roads coupled with improved farm machinery, such as threshers and reapers, enabled large scale movement of farm products from Frederick County to the east, and manufactured goods were shipped west from the eastern towns/cities and ports to the farmers.

The most dramatic improvements to shipping farm goods and finished goods occurred with the construction of the C & O along the Potomac River and the B & O Railroad, roughly paralleling the National Road.

The railroad and canal both arrived in Brunswick (originally Berlin) in 1834, but very quickly the railroad became the dominant mover of produce and the other products between the various Frederick county mills and towns and the more eastern towns and cities. Despite the canal's initial success and economic influence it rapidly lost out to the railroad. To quote "A Walking tour of Historic Brunswick": "C & O Canal Lock No. 30. Two interpretive markers tell the story of early industry based on water power, that drew people to this area. The mills- such as C.F. Werner's- formed the nucleus around which Berlin grew... Lock No. 30 is dry now. No longer do coal-laden canal boats 'lock down' as the gates opened to let water out and lower the boat on its journey east, or 'lock up' on the return trip." Again quoting the "Walking tour" booklet: "Brunswick prides itself as a railroad town. In many ways, the Baltimore & Ohio Railroad built the Brunswick you see today. However, the B&O tracks didn't arrive in town until 1834, and the big expansion of the rail yard here- which made the B&O the town's largest employer for years - didn't happen until 1890 and again in 1905-06."

In 1850 the Bond Map showed the well-developed railroad and canal along with major north-south roads leading from Brunswick and its northern neighbor of Knoxville. The road that terminated at Knoxville ran east to Frederick and was from at least from the late 18th century known as Jefferson Pike or later US 340 and now MD 180. Through the 19th century and into the late 20th century it was the popular route for people traveling from Frederick and other parts of Maryland to West Virginia, especially Harper's Ferry and Charles Town. A few miles north of Brunswick the road cut through the small town of Petersville as did the other east- west route from Brunswick, which is Rt 17 or Petersville Road. While the houses along Petersville Rd. are more recent, at best early 20th century, several farms and farmsteads along Jefferson Pike (closest to Knoxville), for example the Deaver Farmstead, are at least as old as mid-19th century. A disjointed road runs between Petersville Road and Jefferson Pike and this road is approximated by the present Burkittsville Rd.

During the Civil War, two major battles took place in Frederick County, and Frederick Town was occupied at various times by Confederate and Union armies, and it was a hospital center throughout the war. Marauding troops, supposedly mostly Confederate raided farms, stealing food and animals.

After the Civil War, economic growth restarted, spurred by the use of newly available steam powered farm equipment. But only the more affluent farmers could afford this equipment or the gas powered tractors that became more common in the 20th century.

Starting in the 1870's, "in the industrial/urban dominance period, the most important agricultural development was the change from grains, produce, and livestock to dairy products for other than domestic use... The major events in agricultural and industrial development from 1870 to the 1920's had visible effects on the physical structure of farmsteads, villages, and towns. The use of steam, and later, gasoline-powered agricultural equipment required shelters in the farmsteads to protect the machinery. These were usually small frame sheds, often with open side for ease of access. Equipment sheds were sometimes attached to existing sheds, bank barns, and other

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Continuation Sheet No. 3

buildings." Other buildings that were built were pull-through wagon shed/corn crib and silos, which became common by the 1890's. Creameries for the sanitary handling of milk also started to appear in the late 19th century.

In the late 19th to early 20th century, the variety of revival domestic architectural styles popular throughout the country were built in Frederick County or existing buildings were renovated to reflect newest styles. Sears Mail Order houses were common because the extensive network of railroads made it possible to bring the pre-cut and numbered lumber to the most isolated farm. In addition to other styles popular in the late 19th and early 20th century, the four-square caught on in Frederick County. "In the early 20th century, the Four Square house, with a generally square or rectangular plan topped by a hipped or pyramidal roof, became increasingly popular across the nation. Easily built and convenient to extend or embellish with porches, dormers, porte cocheres, and wings, the Four Square single dwelling and duplex house became a familiar part of the County's architectural scene. Bungalows achieved a modest showing, principally in or near the towns, but occasionally occurring in rural locations as well. The Four Square, with its usually full-height second story, was marginally more popular than the bungalow in farmsteads for new or replacement dwellings, but neither type was built in large numbers in the rural landscape." Concrete block construction was introduced in the 20th century as was electricity.

Of course the Depression slowed severely the economy, which only revived with the Second World War. Aside from military camps in the county, there was little building during the war. After World War II and the Korean War, major highway projects started throughout the country and effected roads in Frederick County. There was also a national shift from agriculture and fields were lost to highways and housing subdivisions. "Subdivisions began to appear at the edges of Frederick City, and both Brunswick and Frederick City began a series of annexations in the late 1960's." In 1970, Jefferson Pike was supplanted by a modern divided highway just north of it.

In sum, the history of Frederick County is that of a rural, agrarian county strongly affected by major transportation modes. At the local level the influence of transportation routes was even greater and the agrarian quality perhaps faded a little bit earlier. In Brunswick and surrounding areas, the strong rural, agrarian quality persisted into the late 1960's, but the impact of the B&O Railroad, with its roundhouse and other major structures at Brunswick, and to a lesser degree the C & O Canal and manufacturing in Brunswick had more influence than industry or commerce probably had in other rural parts of Frederick County. While the outlying areas of Brunswick did not develop commercially or even residentially the way Brunswick did, there was the spread of railroad worker housing north from Brunswick and by the early 20th century housing communities were planned for middle or perhaps even upper class people who worked or owned companies in Brunswick. After World War II the agrarian nature of the Brunswick region was seriously altered first by the construction of largely brick one story residences for people who commuted not only to Brunswick but to much more distant work sites. This erosion of the farm setting was further seriously undermined by the construction in 1970 of the new divided highway which cut through what had previously been farm land. Also, Jefferson Pike, as a major connector between Frederick and Harper's Ferry and Charles Town (especially its race track), starting in the 19th century, developed as a mix of farmsteads with some fine 19th century homesteads and transportation related buildings such as the two motor courts and night club at the northern end of Jefferson Pike in the Brunswick Region.

Prepared by: William LebovichDate Prepared: February 2007

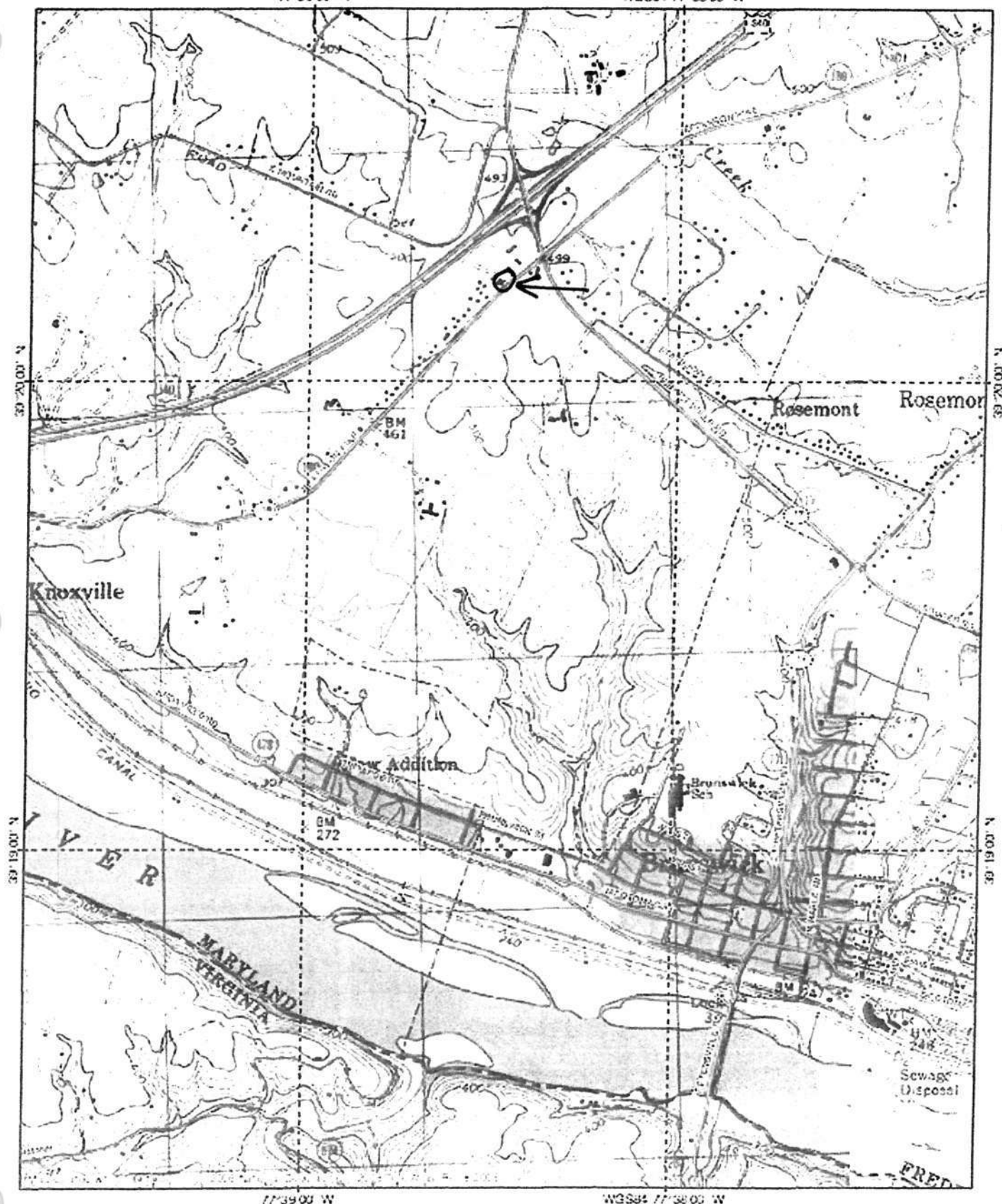
F-2-116

Harvest Valley
Catering
Jefferson P.K.

17°39'03" W

WGS84 17°38'03" W

WGS84 17°38'03" W



NATIONAL
GEOGRAPHIC



USGS Harvest Ferry-
Va. - Md. - W. Va.





F-2-116

Harvest
Valley
Catering
(Hawaiian
Nite Club)

840 Jefferson
Pike

Knoxville
Frederick Co.
MD

B. Lebowich,
photographer
July 2007

Front (South)

1/2



F-2-116

Harvest Valley
Catering

(Hawaiian
Pike Club)

840 Jefferson
Pike

Knixville
Frederick Co
Md.

Bill Lebovich
pinograph

July 2007
side (east)

2/2



F-21/6 840 Jefferson Pike
Knoxville
Frederick Co.
MD

Bill Lebovich
May 2007



F-2-116

840 Jefferson
Pike

Knoxville

Frederick Co.

MD

Bill Lebowitz

May 2007